



## AGENDA FOR ACTION

The Comprehensive Plan seeks to promote vibrant communities within Maricopa County by encouraging growth in areas suitable for development, an efficient transportation system, a healthy environment, and a diversified economy. The Plan's elements reflect the character of the county's population, while the policies and implementation tools guide future land use and transportation decisions.

The Agenda for Action identifies short- and long-term measures that can be undertaken to implement the objectives and policies in the Comprehensive Plan (See Table 3–Five Year Agenda for Action). The table is organized as follows:

<i>Action</i>	Lists the actions necessary to carry out the vision of the Comprehensive Plan.	
<i>Purpose</i>	Describes the intent of the action.	
<i>Timeline</i>	Establishes when the action should begin.	
<i>Elements Involved</i>	Lists the elements of the Comprehensive Plan that are involved in the action.	
<i>Department/Agency</i>	The county departments and/or partnering agencies involved in plan implementation are identified as follows:	
	MCP&DD	Maricopa County Planning and Development Department
	MCDOT	Maricopa County Department of Transportation
	MCCDD	Maricopa County Community Development Department
	MCESD	Maricopa County Environmental Services Department
<i>Implementation Method</i>	Determines if the action is legislative, requires future planning, is an existing process, a departmental procedure, or public information.	
<i>Related Objectives</i>	Lists the related objectives involved in the action.	



**Table 3-Five Year Agenda for Action**

Action	Description	Timeline Adoption → 5 Years					Elements Involved	Department/ Agency	Implementation Method	Related Objectives
Update Area Plans	Update existing area land use plans in alignment with the Comprehensive Plan. Develop new area plans as necessary.						All	MCP&DD, MCDOT, FCDMC, MCCD	Future Planning	
Development Master Plan Guidelines	Revise existing DMP guidelines to provide options for innovative DMP design. Consult all potentially affected interests during the revision process.						All	MCP&DD, MCDOT, FCDMC	Future Planning	L2, L3, L4, L5, L6, L10, T1
Continue Staff Steering Committee	Continue communication with county agencies to coordinate plan implementation and projects.						All	MCP&DD, MCDOT, FCDMC, MCESD	Existing Process	2 E1
Resources for Action Plan	Establish and maintain a system to track resources for Plan implementation.						All	MCP&DD, MCDOT	Future Planning	
Continue MCDOT/ MCP&DD Coordination	Coordinate Plan implementation and updates through the joint MCDOT and MCP&DD planning team.						All	MCP&DD, MCDOT	Existing Process	L1, L5, L7, L8, L9, T1
Infrastructure Financing	Study methods for financing infrastructure in collaboration with all potentially affected interests.						All	MCDOT	Legislation, Future Planning	L7, T5, E6, E8, 2 E1



# AGENDA FOR ACTION

**Table 3 (cont.)-Five Year Agenda for Action**

Action	Description	Timeline Adoption → 5 Years					Elements Involved	Department/ Agency	Implementation Method	Related Objectives
Development Indicators	Develop and implement a monitoring system to gauge effects of Comprehensive Plan activities.						All	MCP&DD, MCDOT	Future Planning	
Monitor/ Coordinate with Cities General Plans	Maintain file of current municipal general plans. Coordinate updates to general plans in unincorporated areas with municipal planning agencies.						All	MCP&DD, MCDOT, All municipalities	Future Planning, Partnering	L1, L9
County Extension Service	Study the capacity of the Office of Economic Development to broker and extend technical planning and development assistance services to county communities.						All	MCP&DD	Future Planning	L5, L8, ED3, ED4
Fiscal Impact Model	Study the development of a fiscal impact model to gauge the impact new development has on the county budget.						All	All	Future Planning	L7, T5
Create "One Stop" Centers	Streamline the development process by creating development assistance and economic development centers.						All	MCP&DD, MCDOT	Future Planning	L9, ED1, ED2, ED3



**Table 3 (cont.)-Five Year Agenda for Action**

Action	Description	Timeline Adoption → 5 Years					Elements Involved	Department/ Agency	Implementation Method	Related Objectives
Development Guidelines/ GIS Atlas	Provide land-based information to assist development activities in the county using the existing county GIS system. The atlas will contain data such as parcels, roadways, hydrology, and topographic conditions						All	MCDOT	Future Planning	L8, T3
Monitoring the Action Plan	Document the ongoing progress towards implementation of the Comprehensive Plan.						All	MCP&DD, MCDOT	Public Information	
Comprehensive Plan Summit	Convene a summit in conjunction with each review and update to report progress of the Comprehensive Plan to decision makers, citizens, and the partners involved in the development of the Plan.						All	MCP&DD, MCDOT	Public Information	
Comprehensive Plan Annual Report	Produce an annual report to update the progress of the Comprehensive Plan.						All	MCP&DD, MCDOT	Public Information	
Lot Splits	Study the review process for land divisions involving 5 or fewer lots, within existing state statutes.						Land Use	MCP&DD, MCDOT, FCDMC	Legislation, Future Planning	L4



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**Table 3 (cont.)-Five Year Agenda for Action**

Action	Description	Timeline Adoption→5 Years					Elements Involved	Department/ Agency	Implementation Method	Related Objectives
Transportation System Plan (TSP)	Evaluate regional transportation impacts and develop a county transportation system with supporting plans, policies, and programs.						Transportation	MCDOT	Future Planning	L9, T4, T5, T6, T8
Northwest Valley Transportation Study (NWVTS)	Develop a comprehensive, multimodal transportation plan consisting of a short-range transportation improvement program, a medium-range action plan, and a long-range transportation plan for the northwest portion of the county.						Transportation	MCDOT	Future Planning, Partnering	L9, T1, T2, T4, T5, T6, T7, T8
Update TSP	Annual MCDOT monitoring and review of the TSP and update of the plan on an approximate five-year cycle, including changes in general plans and demographics.						Transportation	MCDOT	Public Information	T5
MCDOT CIP Process	Annual MCDOT review of development patterns, urban services, and fiscal impacts to serve newly developing areas.						Transportation	MCDOT	Existing Process	L9, T4, T5



**Table 3 (cont.)-Five Year Agenda for Action**

Action	Description	Timeline Adoption→5 Years					Elements Involved	Department/ Agency	Implementation Method	Related Objectives
TSP Annual Report	MCDOT will monitor implementation, track major changes (such as county boundaries and infrastructure) and produce the annual TSP update.						Transportation	MCDOT	Public Information	T5
Economic Development Implementation Plan	Identify action strategies for economic development.						Economic Development	MCP&DD, MCCD	Future Planning	ED1, ED2, ED3, ED4
Community Development Plans	Examine extending community technical and financial assistance services to small, unincorporated communities.						Economic Development	MCP&DD, MCCD	Future Planning, Partnering	L5, L6, L7, ED2, ED3
Value-added Agriculture	Initiatives to determine the feasibility of an agribusiness and/ or distribution center.						Economic Development	MCP&DD	Future Planning, Partnering	L8, E8, ED1
Mitigation Banking	Wetlands/riparian mitigation banking program to provide compensation for the loss of wetlands and riparian habitat as a result of public highway, bridge construction, and other flood control projects.						Environment	MCDOT, FCDMC	Legislation, Future Planning	L9, L10, T8, E5, E6, E7



# AGENDA FOR ACTION

**Table 3 (cont.)-Five Year Agenda for Action**

Action	Description	Timeline Adoption→5 Years					Elements Involved	Department/ Agency	Implementation Method	Related Objectives
Establish IGAs	Agreements with various entities on joint planning in county islands within the CPDA for transportation, public safety, and other services.						Land Use Transportation	MCP&DD, MCDOT, FCDMC	Legislation, Future Planning	L7, L9, T1, T4, T6, E6, 2E1, 2E2, ED3
Define Established or Approved Communities	Conduct inventory and analysis of population concentrations in the rural unincorporated areas and make recommendations on the development of new area land use plans.						Land Use Transportation	MCP&DD	Future Planning	L4, L5
Amend Zoning Ordinance	Revise current standards and processes, and simplify the existing Zoning Ordinance. Consult all potentially affected interests during the revision process.						Land Use Transportation	MCP&DD, MCDOT, FCDMC	Legislation, Future Planning	L3, L4, L5, L6, L7, L9, E4, E7, ED2
County Island Studies/ Policies	Inventory and analyze county islands. Develop strategies to facilitate the eventual annexation of Class I islands into the surrounding jurisdictions.						Land Use Transportation	MCP&DD, MCDOT, All municipalities	Legislation, Future Planning Partnering	L1, L7, T5, E9



**Table 3 (cont.)-Five Year Agenda for Action**

Action	Description	Timeline Adoption→5 Years					Elements Involved	Department/ Agency	Implementation Method	Related Objectives
Amend Subdivision Regulations	Revise standards and streamline processes currently used in the subdivision process. Consult all potentially affected interests during the revision process.						Land Use Transportation Environment	MCP&DD, MCDOT, FCDMC	Legislation, Future Planning	L3, L4, L5, L6, L8, L9, L10, T1, T4, T5, E1, E2, E7
Coordinate MCDOT and FCDMC	These two departments in the newly formed Maricopa County Public Works Agency will embark upon a policy of planning and programming collaboration.						Transportation Environment	MCDOT, FCDMC	Future Planning	L10, T5, E5, E6, E7, E8
Open Space Management/ Implementation	Determine methods of prioritizing, protecting, and managing proposed open spaces and ensuring private property rights. Consult all potentially affected interests during the revision process.						Land Use Environment	MCP&DD, FCDMC, MAG, State Land, All municipalities	Legislation, Future Planning	L6, L10, L11, E1, E2, E4, E5
Environmentally Sensitive Land Ordinance (ESLO)	Develop revisions to the existing zoning requirements for steep slopes, floodplains, and the possible addition of habitat and scenic areas. Consult all potentially affected interests during the revision process.						Land Use Environment	MCP&DD, MCDOT, FCDMC, MAG	Legislation, Future Planning	L10, L11, E1, E2, E4, E5
FCDMC Multiple-use Projects	Consider floodplain management as a tool to facilitate open space access.						Land Use Environment	FCDMC	Future Planning, Partnering	L10, L11, E4, E5, E7





## **AMENDING THE COMPREHENSIVE PLAN**

The Comprehensive Plan is intended to be a policy guide for development in unincorporated Maricopa County. While it reflects the shared vision of the citizens of the county, it must also be responsive to the evolving desires of the various communities. The plan must also be flexible enough to respond to changing conditions, technologies, and development innovations. It is important that the document provide versatility, yet be definitive enough to provide predictability to residents and land owners. In order to facilitate the evolution of the Plan, an amendment process is a critical component of the document.

The Comprehensive Plan functions as a framework for generalized land use, transportation, environmental, and economic development decisions. While it contains specific goals, objectives, and policies, it also contains by reference, land use plans, transportation systems, and environmental or other programs administered by Maricopa County, local jurisdictions, and other state and federal agencies.

Amendments to the Comprehensive Plan can be categorized as either direct amendments or referenced amendments. Direct amendments include changes to the goals, objectives, and policies, or specific requests for changing the land use category in the Rural Development Area. Referenced amendments include updates, amendments, or revisions of the land use plans, transportation systems, and environmental or other programs contained by reference in the Comprehensive Plan. All Development Master Plans approved after adoption of this Plan are automatically considered to be the controlling document for the applicable area, and would be considered a referenced amendment.

### **DIRECT AMENDMENTS**

Direct amendments include: the decennial update; the four year review; requests for changes to the goals, objectives and policies; and specific requests for changing the land use category in the Rural Development Area. In order for the Board of Supervisors to approve a direct amendment, it must be approved by a majority vote of the Board.

#### **DECENNIAL UPDATE**

The decennial update of the Plan includes a reevaluation of goals, objective and policies, reassessment of each of the plan elements, and consideration of additional elements if deemed necessary. In addition, the update must reassess the financial capability of the county to carry out the Comprehensive Plan and the financial impact to the county of alternative land use development patterns. Upon completion of the overall Plan update, the county will then update the area plans in the same manner. This update is initiated and conducted by county planning staff.



## FOUR YEAR REVIEW

The four year review of the Comprehensive Plan is intended to coincide with the instatement of the Board of Supervisors and provide an opportunity for the Plan to maintain alignment with the County Strategic Plan. The Planning and Zoning Commission will review the Plan and, if it determines any changes should be made, recommend amendments to the Board of Supervisors. The review should consider amendments to provide guidance to the development of the Capital Improvement Programs of the Department of Transportation and the Flood Control District. This review is initiated and conducted by county planning staff.

## REQUESTED AMENDMENTS

Requested amendments include requests for changes to the goals, objectives and policies, or requests for changing the land use category in the Rural Development Area. These amendments may be submitted from time to time by the Board of Supervisors, the Planning and Zoning Commission, county staff, and private individuals and property owners. Development Master Plans do not require an amendment request. The process to request an amendment to the Comprehensive Plan is contained in the *Maricopa County Comprehensive Plan Amendment Guidelines*, (Appendix H) as prepared by the Planning and Development Department in September, 1990.

## ADMINISTRATIVE AMENDMENTS

Administrative amendments include minor adjustments to correct typographical inconsistencies or to maintain graphical consistency. These amendments are initiated and implemented by county planning staff. Staff will inform the Planning and Zoning Commission and the Board of Supervisors upon the execution of such amendments.

## REFERENCED AMENDMENTS

Referenced Amendments include updates, amendments, or revisions of the land use plans, transportation systems, and environmental or other programs contained by reference in the Comprehensive Plan. Amendments to any of these referenced items will be considered an amendment to this Plan, to the extent such amendments do not conflict with the fundamental intent of the Plan or the mandated powers and responsibilities of Maricopa County.

## MUNICIPALITY AMENDMENTS

Because the county Comprehensive Plan reflects the general plans of the municipalities, staff should review updates and major amendments to them for the following considerations:

- The amendment should conform to the goals and policies of the county Comprehensive Plan



## AMENDING THE COMPREHENSIVE PLAN

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- The amendment should recognize the limitations of existing and planned capabilities of public services in the area
- The amendment should not negatively impact county residents or property owners
- The amendment should further enhance the goals and policies of the Comprehensive Plan

If staff review determines the amendment to be incompatible with the Comprehensive Plan, staff will report their findings to the Planning Commission and the appropriate planning commission or legislative body. The county Planning and Zoning Commission will review such amendments and make recommendations to the Board of Supervisors on the suitability of using the amendments as a guideline for decision making within the relevant General Plan Development Area. The Board of Supervisors shall consider the recommendations of the Planning Commission and either accept or reject the amendment as a guideline.

### LAND USE PLAN AMENDMENTS

Amendments or updates to land use plans that would amend the Comprehensive Plan by reference include county area land use plans; general plans of the cities, towns, and Indian communities in Maricopa County; and any land use, resource management, range management, or forest plan approved by any local, state, or federal agency with planning jurisdiction in Maricopa County. Changes made by cities and towns within Maricopa County may include expansion of the municipal planning area, or updates to municipal general plans.

Amendments to county area land use plans would be processed according to the *Maricopa County Comprehensive Plan Amendment Guidelines* (Appendix H). Approval of an amendment to a county area land use plan would constitute a de facto amendment to the Comprehensive Plan. All Development Master Plans approved after the adoption of this Comprehensive Plan are considered to be in conformance with the Plan, and as such, do not require a Comprehensive Plan Amendment.

### TRANSPORTATION PLAN AMENDMENTS

Any update or amendment to the Maricopa County Transportation System Plan, municipal transportation plans, Short and Long Range Regional Transportation and Transit Plans, the State Highway Plan, the National Highway System, the Federal Interstate Highway System, or any other transportation system within Maricopa County, will be considered as amendments to the Comprehensive Plan.

### OTHER REFERENCED AMENDMENTS

Amendments to any municipal, county, state or federal environmental or economic development program specifically stated or generally referenced within the goals, objectives and policies of the Comprehensive Plan, will be considered as amendments to this Plan.

## APPENDICES

### APPENDIX A—GLOSSARY OF TERMS

**Agriculture:** Any use of land for the growing and harvesting of crops or animals for sale for profit; uses which are directly ancillary to the growing and harvesting of crops or animals, which is the exclusive or primary use of the lot, plot, parcel, or tract of land; processing crops to the generally recognizable level of marketability; or the open range grazing of livestock.

**Agri-business:** Any business that deals with agriculture.

**Agriculture/Industrial Land Use:** Dairy processing, value added food processing, canning.

**Aquifer:** A saturated underground formation of permeable materials capable of storing water and transmitting it to wells, springs, or streams.

**Best Available Control Measures:** The maximum degree of emissions reduction of PM<sub>10</sub> and PM<sub>10</sub> precursors from a source which is determined on a case-by-case basis taking into account energy, environmental, and economic costs.

**Buffer:** A method of separating incompatible uses. Examples include opaque fencing, vegetated berms, and dense landscaping.

**Capital Improvements Program:** A Board of Supervisors approved timetable or schedule of future capital improvements to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project.

**Character:** Distinguishing quality or qualities that make an area unique.

**Cluster Development:** A development design that concentrates buildings in areas of the site to allow remaining land to be used for recreation, common open space, and/or preservation of environmentally sensitive features.

**Community:** A group of individuals living in a common location sharing common interests.

**Congestion Pricing:** The policy of charging drivers a fee that varies with the level of traffic on a congested roadway. Congestion pricing is designed to allocate roadway space, a scarce resource, in a more efficient manner.

**Density:** A numeric average of families, individuals, dwelling units or housing structures per unit of land; usually refers to dwelling units per acre in the Comprehensive Plan.



**Density Bonus:** Permitting additional development on a parcel in exchange for items of public benefit such as affordable housing, recreation sites, infrastructure expansion, etc.

**Developer:** Any person or group of persons or legal entity which builds improvements on land including buildings, streets, parking lots, drainage structures, and utilities to serve buildings.

**Dwelling Unit:** A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities) that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

**Easement:** An interest held by one person, party, or entity in land of another, whereby that person is accorded partial use of such land for a specific purpose such as access or utility extensions.

**Ecosystem:** Community of different species interacting with one another and with the chemical and physical factors making up its nonliving environment.

**Effluent:** Any material that flows outward from something (e.g. treated wastewater).

**Endangered Species:** A species of animal or plant that is listed as endangered in accordance with the federal Endangered Species Act.

**Environment:** All the factors (physical, social, and economic) that affect a population.

**Floodplain:** The channel and the relatively flat area adjoining the channel of a natural stream or river which has been or may be covered by floodwater. Land immediately adjoining a stream which is inundated when the discharge exceeds the conveyance of the normal channel.

**General Plan:** A long-range plan for the physical development of a municipality. The general plan includes any unit or part of such plan separately adopted and any amendment to such plan or part thereof.

**Goal:** An ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and planning implementation measures are directed.

**Groundwater:** Water stored beneath the earth's surface in cracks and crevices of rocks and in the pores of geologic materials that make up the earth's crust.

**Incident Management:** The coordination of information between the various respondents to an accident, disabled vehicle, spilled debris, or other traffic incidents. Respondents would include such agencies as police, fire, emergency medical service, highway maintenance, and traveler assistance.



**Infill:** The development of new housing or other buildings on scattered vacant sites or small groups of sites in an otherwise built up area.

**Infrastructure:** Facilities and services needed to sustain any type of development—residential, commercial, or industrial activities. Includes water and sewer lines, streets, electrical power, fire and police stations, etc.

**Intelligent Vehicle Highway System:** A multilevel cooperative public/private effort to develop and implement new technologies to improve transportation efficiencies.

**Intermodal:** A system of moving goods that integrates several different forms of transportation methods (e.g. truck to rail).

**Jobs-Housing Balance:** An attempt to balance the number and types of jobs with the amount and cost of housing.

**Land Use:** The occupation or utilization of land or water area for any human activity or any purpose defined in the Comprehensive Plan.

**Level of Service:** A qualitative measure of traffic flow and driver satisfaction, with values ranging from A (free flow) to F (oversaturation).

**Multi-modal:** Capable of accommodating a variety of transportation modes, such as buses, automobiles, rapid transit, rail, bicycles and pedestrians. A multi-modal transportation hub is a facility for the transfer of passengers and/or goods between different modes of transportation.

**Natural Resources:** Elements relating to land, water, air, plant and animal life, and the interrelationship of those elements. Natural resources include soils, geology, topography, floodplains, vegetation, wildlife, surface and groundwater, and aquifer recharge zones.

**Neighborhood:** An area of a community with characteristics that distinguish it from other community areas and which may include distinct ethnic or economic characteristics, schools, or social clubs, or boundaries defined by physical barriers such as major highways and railroads or natural features such as rivers.

**Non-Attainment Area:** Areas that do not meet the National Ambient Air Quality Standards (NAAQS) for one or more pollutants. The pollutants included in these standards include lead, oxides of nitrogen, sulfur dioxide, ozone, carbon monoxide, and PM<sub>10</sub>.

**Objective:** A specific end, condition, or state that is an intermediate step toward attaining a goal. An objective should be achievable and, when possible, measurable and time specific.



**Open Space:** Publicly or privately owned and maintained lands in their natural state and protected from development. Open Space lands are generally comprised of mountains and foothills, rivers and washes, canals, vegetation, wildlife habitat, parks, and preserves.

**Pedestrian Facilities:** Physical infrastructure that allows for or promotes walking as a mode of travel. These facilities either support walking as a stand-alone mode of travel or support walking between origins and destinations as an interface with public transit.

**Point Source:** A single identifiable source that discharges pollutants into the environment.

**Policy:** A specific statement that guides decision making. Policies are statements of intent for actions to be taken in pursuit of a given objective.

**Planning:** The establishment of goals, policies, and procedures for social, physical, and economic order.

**Plat:** A scaled drawing, developed from a survey performed by a surveyor, that contains a description of subdivided land with ties to permanent survey monuments.

**PM<sub>10</sub>:** Airborne particulate matter of 10 microns or less in diameter. PM<sub>10</sub> is the result of agricultural and construction operation, suspended dust, tire abrasion from vehicles traveling on roads, and natural occurrences such as wind storms.

**Potable Water:** Water that meets state and federal drinking water standards.

**Regional Park:** A recreation area of 200 or more acres offering passive recreation opportunities for activities such as hiking, camping, picnicking, and climbing, but has no facilities for organized active forms of recreation.

**Right-Of-Way:** A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads and utility lines.

**Riparian Area:** An ecosystem associated with bodies of water, such as streams, lakes, or wetlands, or is dependent upon the existence of perennial, intermittent, or ephemeral surface or subsurface drainage.

**Rural Residential:** Single family residence on a parcel of 1 or more acres; may include mixed residential and agricultural use.

**Streetscape:** The character or scene that observed along a street as created by natural and man-made components including width, paving materials, plantings, lamp posts, traffic lights, benches, and the forms of surrounding buildings.

**Subdivider:** Any person who offers for sale or lease six or more lots, parcels or fractional interests in a subdivision, or who causes land to be subdivided into a subdivision for himself or for others, or who undertakes to develop a subdivision, but does not include a public agency or officer authorized by law to create subdivisions (as defined by A.R.S. §32-2101-49).





**Subdivision:** Improved or unimproved land or lands divided or proposed to be divided for the purpose of sale or lease, whether immediate or future, into six or more lots, parcels or fractional interests. Subdivision or subdivided lands include a stock cooperative and include lands divided or proposed to be divided as part of a common promotional plan (as defined by A.R.S. §32-2101-50).

**Traffic Demand Strategies:** A set of programs aimed at reducing the volume of traffic by influencing the manner in which people travel to work. Examples of traffic demand strategies include carpooling, congestion pricing, and providing a financial subsidy for transit riders.

**Transportation Mitigation Plan (TMP):** A plan to show how traffic flows will be smoothed or diverted during construction. A TMP might call for installing ramp meters or upgrading parallel roads; boosting public transit service; aggressively marketing carpooling and vanpooling; and mounting a public information campaign.

**Transit-Oriented Development:** The design and location of land uses and activities of a density that encourages ridership on public transit. Transit-oriented design projects attempt to attract people to the transit system by creating an atmosphere which is safe, convenient, and easily accessible by foot, bicycle, or alternative transit mode.

**Zoning:** The division of a jurisdiction into parcel specific categories with regulations governing the use, placement, spacing, and size of land and buildings corresponding to the categories.





### APPENDIX B—ACRONYM LIST

<b>AACE</b>	Arizona Association of County Engineers
<b>AASHTO</b>	American Association of State Highway & Transportation Officials
<b>ADA</b>	Americans with Disabilities Act
<b>ADOT</b>	Arizona Department of Transportation
<b>ADT</b>	Average Daily Traffic
<b>AHCCCS</b>	Arizona Health Care Cost Containment System
<b>APTS</b>	Advanced Public Transportation Systems
<b>A.R.S.</b>	Arizona Revised Statutes
<b>ARTS</b>	Advanced Rural Transportation Systems
<b>ASPED</b>	Arizona's Strategic Plan for Economic Development
<b>ASU</b>	Arizona State University
<b>ATMS</b>	Advanced Traffic Management Systems
<b>AVL</b>	Automatic Vehicle Locator
<b>BACM</b>	Best Available Control Measures
<b>BIA</b>	Bureau of Indian Affairs
<b>BLM</b>	Bureau of Land Management
<b>BMS</b>	Bridge Management System
<b>BOR</b>	Bureau of Reclamation
<b>BOS</b>	Board of Supervisors
<b>CAA</b>	Clean Air Act
<b>CAC</b>	Citizens Advisory Committee
<b>CAP</b>	Central Arizona Project
<b>CFR</b>	Code of Federal Regulations
<b>CIP</b>	Capital Improvement Program
<b>CMS</b>	Congestion Management System
<b>CO</b>	Carbon Monoxide
<b>COE</b>	Corps of Engineers
<b>CVO</b>	Commercial Vehicle Operations
<b>CWA</b>	Clean Water Act



<b>DMP</b>	Development Master Plan
<b>EPA</b>	Environmental Protection Agency
<b>ESA</b>	Endangered Species Act
<b>ESLO</b>	Environmentally Sensitive Land Ordinance
<b>FCDMC</b>	Flood Control District of Maricopa County
<b>FEMA</b>	Federal Emergency Management Agency
<b>FHWA</b>	Federal Highway Administration
<b>FMS</b>	Freeway Management System
<b>GIS</b>	Geographic Information System
<b>GPDA</b>	General Plan Development Area
<b>GPS</b>	Global Positioning System
<b>GSPED</b>	Governor's Strategic Partnership for Economic Development
<b>HURF</b>	Highway User Revenue Fund
<b>IGA</b>	Inter-Governmental Agreement
<b>IMS</b>	Intermodal Management System
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act
<b>ITI</b>	Intelligent Transportation Infrastructure
<b>ITS</b>	Intelligent Transportation Systems
<b>LOD</b>	Level of Development
<b>LOS</b>	Level of Service
<b>LRTP</b>	Long Range Transportation Plan
<b>MAG</b>	Maricopa Association of Governments
<b>MCCD</b>	Maricopa County Community Development
<b>MCDOT</b>	Maricopa County Department of Transportation
<b>MCESD</b>	Maricopa County Environmental Services Department
<b>MCP&amp;DD</b>	Maricopa County Planning and Development Department
<b>MPO</b>	Metropolitan Planning Organization
<b>MSRP</b>	Major Streets and Routes Plan
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NAFTA</b>	North American Free Trade Agreement



<b>NEPA</b>	National Environmental Policy Act
<b>NEVTS</b>	Northeast Valley Transportation Study
<b>NFIP</b>	National Flood Insurance Program
<b>NHS</b>	National Highway System
<b>NO<sub>x</sub></b>	Oxides of nitrogen
<b>NPDES</b>	National Pollution Discharge Elimination System
<b>O<sub>3</sub></b>	Ozone
<b>PCR</b>	Pavement Condition Rating
<b>PM<sub>10</sub></b>	Particulate matter with an aerodynamic diameter equal to or less than 10 micrometers
<b>PMS</b>	Pavement Management System
<b>PTMS</b>	Public Transportation Management System
<b>RACT</b>	Reasonably Available Control Technology
<b>RAPID</b>	Rapid Access for Phoenix Intermodal Deployment
<b>RBDS</b>	Radio Broadcast Data System
<b>RDA</b>	Rural Development Area
<b>RDPC</b>	Regional Development Policy Committee (MAG)
<b>ROW</b>	Right-of-Way
<b>RPTA</b>	Regional Public Transportation Authority
<b>RRS</b>	Roads of Regional Significance
<b>SIP</b>	State Implementation Plan
<b>SLD</b>	State Lands Department
<b>SMS</b>	Safety Management System
<b>SO<sub>2</sub></b>	Sulfur Dioxide
<b>SRP</b>	Salt River Project
<b>STB</b>	Surface Transportation Board
<b>SWVTS</b>	Southwest Valley Transportation Study
<b>TAB</b>	Transportation Advisory Board
<b>TDR</b>	Transfer of Development Rights
<b>TIP</b>	Transportation Improvement Program
<b>TMS</b>	Traffic Monitoring System



<b>TOC</b>	Traffic Operations Center
<b>TSP</b>	Transportation System Plan
<b>USA</b>	Urban Service Area
<b>USC</b>	United States Code
<b>VPD</b>	Vehicles per Day
<b>WMEZ</b>	Western Maricopa Enterprise Zone



#### APPENDIX C–THE CITIZEN PARTICIPATION PROCESS

The development of the Maricopa County Comprehensive Plan followed an intense work program. The process outlined below provides an overview of the public involvement efforts that were used during the development of the Plan. Several overriding principles were followed to ensure that this planning effort had the public input and support needed for adoption. Those principles are:

- A sound public involvement plan is critical to the success of any planning process. It must include techniques to share information and create lines of communication between interested parties.
- Citizen participation must be a genuine effort to encourage public involvement in the decision-making process and to instill confidence and trust in everyone who might be affected.
- Information must be disseminated through public notices, newsletters, flyers, telephone hotline, newspaper articles, the Internet, and other events. Participation opportunities should occur through public workshops, informational meetings, surveys, or other means. Without mechanisms to notify the public and a means to receive public comment, a plan may fail since it will not have the support of the public it impacts.
- An effective public involvement process must address issues that arise when planning recommendations do not adequately consider the concerns of the residents affected.
- Recommendations made by professional staff are no more credible than those judgments made by the public.
- By hearing what the public expects and responding in the most effective, efficient way possible, an agency will be respected and supported for its decisions and their implementation.

Public involvement might increase the time and cost of the planning process, but it can yield greater returns since the outcome will be based on the expressed needs of the public it serves.

#### TIME TABLE

The public participation process was divided into five time periods: issues identification; goals development and visioning; alternatives development and refinement; alternatives evaluation; and final plan development. While the phases overlapped, the processes involved were geared around these five periods and public involvement strategies were utilized to support the work completed in each.



### ***Issue Identification***

The first several months of 1995 were devoted to identifying issues critical to the Comprehensive Plan. Considerable information was gathered during these first few months which helped guide the development of the Plan. Public involvement included public meetings with residents throughout the county. It also included individual meetings with city and town staffs to obtain their views on the planning process. A partnering meeting was held for city and town staff, and appointed and elected officials. A second partnering meeting was held with the development community and other special interest groups. Finally, a random sample phone survey was conducted to identify specific transportation issues.

### ***Goals Development and Visioning***

Goals development and visioning to guide the rest of the planning process were completed in June 1995. Public meetings were again held throughout the county. This was also a period where additional informal meetings were held with city and town staff. This portion of the planning process lasted several months. A mail survey was completed during this time to gather information on land use.

### ***Alternatives Development and Refinement***

As summer ended in 1995, alternatives development was underway. Once the alternatives were developed, the planning team began evaluating the alternatives. It was also during this period that a Futures Forum was held for elected officials, city and town staff, and the business and development communities. This forum provided a look at the past, a picture of the present, and an impression of the future to provide participants with insights from each.

### ***Alternatives Evaluation***

During this period, another round of public meetings was held to narrow the five alternatives to two. The planning team also began work on evaluating the two alternatives. When the two land use alternatives were finalized, the team again went to the public for comment in another round of public meetings.

While there was some overlap in time periods, this began the evaluation period of the study. This portion of the planning process consumed the greatest percentage of time.

Nearing the end of the detailed evaluation of the two alternatives, the planning team once again went out to the public to share the findings in another round of public meetings. The evaluation included fiscal, quality of life, and feasibility studies. The information gained here and from another round of partnering meetings with the municipalities and the business community led to the development of the final plan.



#### ***Final Plan Development***

The last phase of the planning process was the final plan development period. This occurred during the winter of 1996–1997, culminating with the last round of public meetings in February and March of 1997, and public hearings in September and October of 1997.

Throughout this process, public notices, paid advertisements, newsletters, the Internet, a telephone hotline, and flyers announced the public meetings. Focus groups were also employed, using experts to ensure that everyone involved understood the complex issues addressed in the county Comprehensive Plan. Focus groups brought experts together to share and help formulate direction for many areas of the Plan.

#### **PUBLIC INVOLVEMENT STRATEGIES**

The planning team is confident that the public involvement process utilized in the development of the Plan is one of the most complete ever used in Maricopa County. This process was not initiated until a complete strategic effort was completed to outline an outreach program that would be inclusive. To do this, a large menu of techniques were identified and included.

#### ***Public Meetings***

Public meetings were used extensively throughout the Comprehensive Plan public involvement process. The planning team held over 50 public meetings during six different time periods. Each round of meetings had a distinct purpose, so the format was developed to best suit the purpose. Workshop style formats were used when maximum interaction was needed, such as when issues and goals were developed. Formal presentations were used when the meeting consisted of large amounts of technical information to share, such as when the results of the analysis of plan alternatives were presented.

Meetings were held throughout Maricopa County to give all citizens an opportunity to participate. Each series consisted of six to ten meetings located at regularly used public locations such as schools, community centers, libraries, and town halls. The same sites were used so that repeat participants would feel comfortable with the location.

The first series of meetings took place in January 1995. These meetings followed a workshop format that was designed to help the planning team identify issues critical to Maricopa County. Six meetings were held during this round. The next round of meetings took place in July of that same year. These six meetings also followed the workshop format. The public was asked to help formulate a county-wide vision and helped outline goals and objectives to drive the Plan. The third round of public meetings took place in the fall of 1995. The planning team increased the number of meetings to ten to provide better opportunities for residents in outlying areas of Maricopa County to participate. These meetings included a formal presentation on the land use alternatives and a visual preference survey.



The fourth series of public meetings took place in the Spring of 1996. Ten meetings were held throughout Maricopa County. These meetings used a workshop format for participants to share their ideas about the land use and transportation alternatives.

The fifth series of meetings was held in the fall of 1996. These ten meetings used a presentation format that shared data with participants on the alternatives analysis that had been completed.

The final public meetings were held in February and March of 1997. The ten meetings used a workshop format for participants to learn more about the recommended land use and transportation alternative and to share their ideas.

### ***Partnering Meetings***

Three series of partnering meetings were held during the planning process. Each series consisted of two meetings: one for city and town representatives (which included planning and transportation staff members and elected and appointed officials from the communities within Maricopa County); the second meeting included utility companies, home builders, and water districts.

The first series of partnering meetings took place in the early stages of the planning process when issues identification took place. The second series occurred after the analysis of the two alternatives was completed. This allowed the participants the opportunity to view the results and share their thoughts on what the final plan should begin to look like. The final series took place after the final plan was drafted. This provided staff a good chance to preview the “draft” final plan with attendees.

### ***Futures Forum***

A Futures Forum was held on October 23, 1995 at the Embassy Suites in Tempe, Arizona. Participants included city and town planning staff, and members of the business and development communities. This public involvement event reinforced the notion of planning and the importance of including as many people as possible.

### ***Focus Groups***

Focus groups of various size were used throughout the planning process. The groups brought together experts for detailed discussion on important issues concerning specific Comprehensive Plan topics. These meetings varied in length and format and produced important information on a myriad of topics. Focus groups were held on topics such as agriculture, open space, zoning issues, and the amendment process.

### ***Breakfast Briefings***

Another public involvement activity included breakfast briefings. These breakfasts were sponsored and lead by members of the county Board of Supervisors. Business leaders from around the valley were invited for a briefing on the status of the Plan and for an opportunity to share their feelings on the overall direction of the Plan. Ten of these





breakfast meetings took place in the spring of 1996.

#### ***Speakers Bureau***

Planning team members made presentations to civic and professional organizations, city staff, homeowner associations, and water districts. Each opportunity allowed planning team members the chance to share planning information with interested individuals for comment.

#### ***Public Hearings***

Arizona Revised Statutes (A.R.S. §11-822 and §11-823) require two public hearings be held prior to adoption of the Comprehensive Plan by Maricopa County. The first public hearing was held at the Maricopa County Planning and Zoning Commission meeting on September 25, 1997. This was followed by the second public hearing at the Board of Supervisors meeting on October 20, 1997. These two hearings allowed the public to formally comment on the Comprehensive Plan before both appointed and elected bodies. These hearings were posted and notices given in accordance with requirements set forth in the Arizona Revised Statutes.

#### ***Newsletters and Flyers***

Newsletters were another integral part of the public involvement process. Nine issues were mailed during the planning process. Newsletters were used to share Plan results and to announce upcoming meetings. To ensure that everyone in unincorporated Maricopa County was aware of the planning process, the first issue was mailed to all registered addresses in unincorporated Maricopa County. This initial mailing of about 70,000 newsletters asked citizens to inform the planning team (by phone, mail, or in person) if they wished to remain on the mailing list. Those who responded continued to receive newsletters. All attendees at the public meetings, partnering meetings, focus groups, and the Futures Forum were also added to the newsletter mailing list. In addition, the hotline and the Maricopa County Comprehensive Plan Internet web page provided two more methods for interested persons to have their names added to the mailing list.

The planning team also developed an additional list of key stakeholders which included all municipalities, large property owners, business leaders, and other affected parties within Maricopa County. After the first newsletter mailing, an average of 8,000 newsletters were mailed for each edition. The last newsletter was again mailed to every address in unincorporated Maricopa County and to key stakeholders to ensure maximum coverage.

Informational flyers were also used regularly throughout the planning process. Flyers were used primarily to inform interested persons of upcoming meetings. They were placed in libraries, community centers, and other government offices. Flyers were also distributed at grade schools for children to take home to their parents.



### ***Public Notices***

Many newspapers, radio stations and television stations provide free advertising opportunities to governmental entities to furnish information to the public on upcoming meetings or programs. Public notices were given to most newspapers, radio stations, and television stations within Maricopa County for each series of public meetings held. Notices were also posted by the Clerk of the Board of Supervisors for other public meetings.

### ***Paid Advertisements***

Paid advertising was also used to announce public meetings. This included ads in a number of newspapers in the rural areas of unincorporated Maricopa County. These ads were generally published a week before public meetings.

### ***Surveys***

Surveys are an excellent mechanism to gather public opinion and can be completed in-person, through the mail, and over the phone. The planning team employed phone and mail surveys. A random telephone survey was used to gather insights into transportation related issues for the transportation element.

Two mail-out surveys were completed, seeking information on land use issues. While these surveys were not statistically valid, they provided insight into the aspirations of the citizens who participated. A mailing to several thousand residents was done for each survey, and approximately 2,000 surveys were returned for each.

Participants who attended the public meetings were surveyed as part of the meeting program. These surveys were used to evaluate the performance of the planning team.

### ***Telephone Hot Line***

A Comprehensive Plan hotline was established for people to offer comments, add their name to the mailing list, or inquire about the Plan. On average 10 or more calls were logged per week during the development of the Plan.

### ***The Comprehensive Plan Internet Web Page***

A Maricopa County Comprehensive Plan web page<sup>6</sup> was developed during the early stages of the planning process. This page provides residents the opportunity to view documents created as part of the planning process. The page allows users to comment on the information contained. These pages have had thousands of visitors who took advantage of this technology.

<sup>6</sup> <http://www.maricopa.gov>



#### *Oversight and Staff Steering Committees*

Two committees were established to provide guidance to the planning process: the Oversight Committee and the Staff Steering Committee. The Oversight Committee was comprised of one member of the Board of Supervisors, three members of the Planning and Zoning Commission, and one member of the Transportation Advisory Board. These committees advised staff throughout the development of the Comprehensive Plan. The Oversight Committee met monthly to provide strategic direction, comment on Plan development, and review documents prepared in support of the Plan.

The Staff Steering Committee was comprised of key staff from all county departments with a stake in the Plan. This included Flood Control, Transportation, Planning and Development, Solid Waste, Environmental Services, Recreation Services, Public Health and Community Services, Community Development, Office of Management and Budget, and the Sheriff's Office. The Maricopa Association of Governments also participated. The committee met regularly and provided important input from their respective departments.



## APPENDIX D—BACKGROUND REPORTS

The comprehensive planning team conducted extensive research throughout the planning process in support of the development of the Plan. The following documents are on file at the Maricopa County Department of Planning and Development and the main branch of the Maricopa County Public Library. Many of the documents are available on the Maricopa County Comprehensive Plan web page.

County Profile

Historical Background and Population Analysis

Land Use Attitudinal Survey

Land Use Inventory and Analysis

Transportation Survey

Transportation Inventory and Analysis

Environmental Inventory and Analysis

Economic Development Element Background,  
Inventory and Analysis Report 1995–2020

Agriculture White Paper

Boundary Review White Paper

Growth Enhancement Tools White Paper

Performance Zoning White Paper

Plan Amendment White Paper

Seniors in Maricopa County White Paper

Transit White Paper

Technical Analysis of Five Land Use Alternatives

Technical Analysis of Two Land Use Alternatives

Comparative Fiscal Analysis of Two Land Use Alternatives

Comprehensive Plan Newsletters Numbers 1-8



### APPENDIX E—COUNTY LAND USE PLANS

The Comprehensive Plan incorporates the area land use plans adopted by the Board Of Supervisors. These plans are on file at the Planning and Development Department.

Desert Foothills Policy and Development Guide	1979
East Mesa Land Use Plan	1988
Estrella Land Use Plan	1989
Goldfield Land Use Plan	1995
Grand Avenue Land Use Plan	1988
Laveen Land Use Plan	1988
Little Rainbow Valley Land Use Plan	1988
New River Land Use Plan	1988, rev. 1995
Queen Creek Land Use Plan	1988
Tonopah Land Use Plan	1988, rev. 1992
Westside Military Airbase Area Land Use Plan	1991
Wickenburg Highway Scenic Corridor Development Guide	1991
Williams Regional Planning Study	1996
White Tanks Agua Fria Policy and Development Guide	1982

**APPENDIX F—MUNICIPAL GENERAL PLANS**

The Maricopa County Comprehensive Plan considers the general plans of the cities and towns in Maricopa County as a guideline for decision making within the General Plan Development Area. Copies of these plans are on file at the Planning and Development Department for reference only. To ensure accuracy, inquiries concerning general plans should be directed to the relevant jurisdiction.

Avondale General Plan	Litchfield Park General Plan
Buckeye General Plan	Mesa General Plan
Carefree General Plan	Paradise Valley General Plan
Cave Creek General Plan	Peoria General Plan
Chandler General Plan	Phoenix General Plan
El Mirage General Plan	Queen Creek General Plan
Fountain Hills General Plan	Scottsdale General Plan
Gila Bend General Plan	Surprise General Plan
Gilbert General Plan	Tempe General Plan
Glendale General Plan	Tolleson General Plan
Goodyear General Plan	Wickenburg General Plan
Guadalupe General Plan	Youngtown General Plan



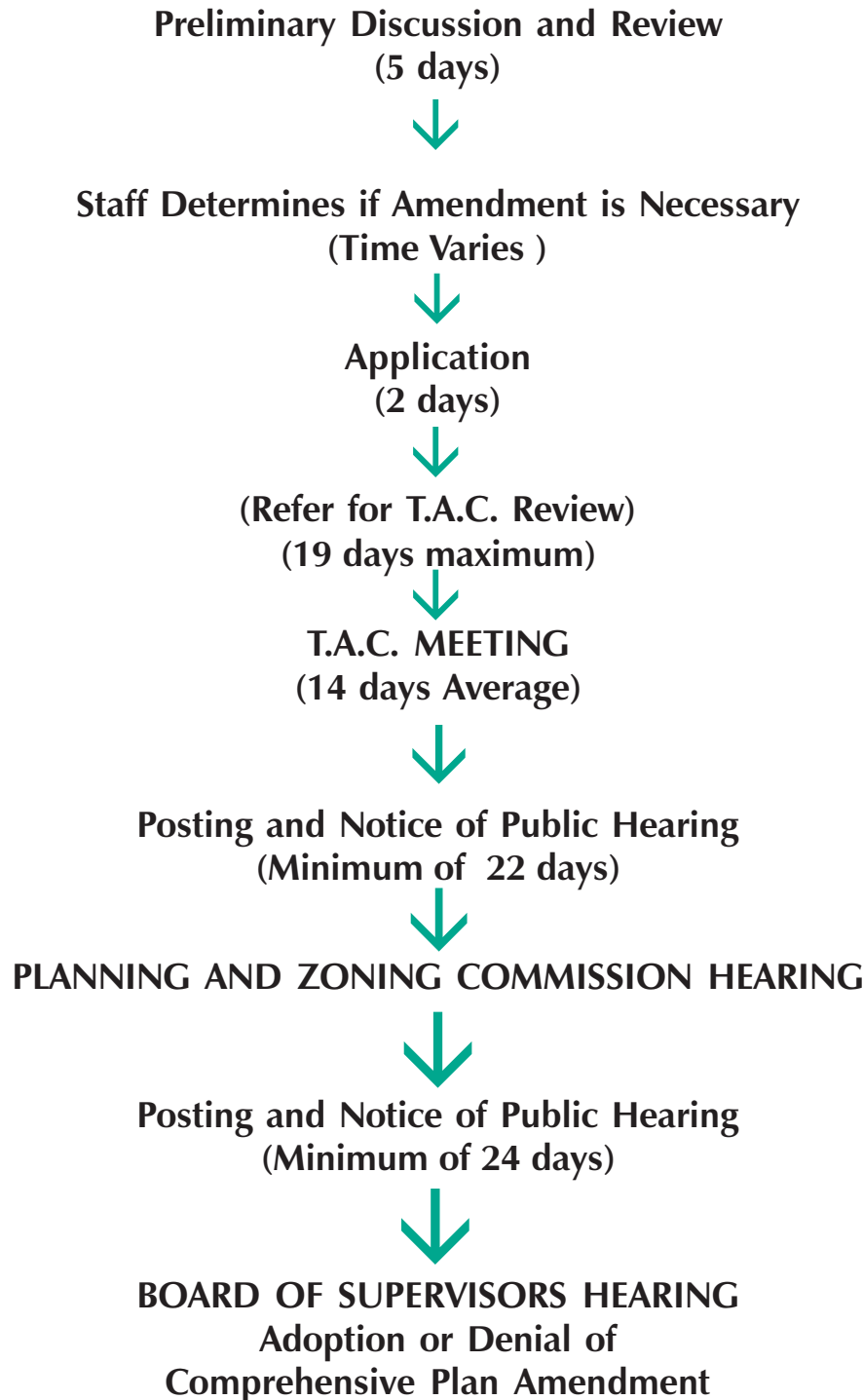
### APPENDIX G—LAND USE CATEGORIES

The regional standardization of land use designations is crucial to the efficient coordination of the Comprehensive Plan with municipal general plans. The following 24 land use categories (Table 4-Land Use Categories) will be applied throughout the next steps of the comprehensive planning process, including updates to the existing area land use plans and the development of new area plans. These categories are based on the regional land use categories developed in 1995, with the intention of unifying land use designations throughout the region.

Table 4-Land Use Categories		
Category		Description
1	Rural	1 dwelling unit/acre or less
2	Large Lot Residential	Greater than 1 and less than or equal to 2 dwelling units/acre
3	Small Lot Residential	Greater than 2 and less than or equal to 5 dwelling units/acre
4	Medium Density Residential	Greater than 5 and less than or equal to 15 dwelling units/acre
5	High Density Residential	Greater than 15 dwelling units/acre
6	Neighborhood Retail Centers	Building area less than 100,000 square feet
7	Community Retail Centers	Building area 100,000 to 500,000 square feet
8	Regional Retail Centers	Building area more than 500,000 square feet
9	Hotels, Motels, and Resorts	Includes general recreational and convention facilities
10	Warehouse/Distribution Centers	
11	Industrial	Includes general warehousing, storage, distribution activities, general manufacturing
12	Business Park	Includes enclosed industrial, office or retail in a planned environment
13	Office	Includes professional office environments which are comprised of real estate, health care, land, banking, and related activities
14	Educational	Includes schools, colleges, technical schools, and other facilities
15	Institutional	Includes hospitals, churches, and cemeteries
16	Public Facilities	Includes community centers, power substations, libraries, city halls, police and fire stations, and other government facilities
17	Large Assembly Areas	Includes stadiums and fairgrounds
18	Transportation	Includes railroads, railyards, transit centers, and freeways
19	Airports	
20	Recreational Open Space	Includes parks and golf courses
21	Dedicated or Non-developable Open Space	Includes mountain preserves and washes
22	Water	Includes lakes, rivers, and canals
23	Agriculture	Includes land for cultivation, the raising of crops, and the production and maintenance of livestock
24	Mixed Use	Includes business parks, commercial, office and/or high density residential



## APPENDIX H–COMPREHENSIVE PLAN AMENDMENT GUIDELINES

**Plan Amendment Process**





### COMPREHENSIVE PLAN AND AREA PLAN AMENDMENT GUIDELINES

An amendment to the adopted Comprehensive Plan or an Area Plan may be filed with or without a rezoning request or Development Master Plan application. These guidelines are provided to assist an applicant in the processing of a Comprehensive Plan or Area Plan amendment.

On July 23, 1990, an Amendment to the Maricopa County Zoning Ordinance was approved by the board of Supervisors requiring compliance with the County Comprehensive and Area Plans prior to the approval of any Development Master Plan (DMP) or rezoning request 40 acres in size or larger.

If a DMP or rezoning request is not in conformance with the Comprehensive Plan or Area Plans, an applicant must apply for a Comprehensive Plan Amendment (CPA). The following outline describes the process for a Comprehensive Plan Amendment.

#### PROCESS

##### 1. *Preliminary Discussion and Review*

When a DMP is submitted, or an applicant applies for a rezoning, 40 acres or larger in size, preliminary discussions will be held with the applicant to determine whether or not their request is in conformance with the Comprehensive Plan or Area Plans. This is determined by reviewing the nature of the proposal (including density, uses, and location) against the Comprehensive Land Use Plan for the area. This review also enables staff to advise the applicant of those characteristics of the proposal that do not conform with the Plan and possible changes to the proposal that could bring it into conformance. Staff will respond to the applicant in 5 days or less.

##### 2. *Application*

Once it has been determined that a CPA is required, a formal application must be filed and the appropriate filing fees paid. The cost to apply for a CPA is \$500.00 plus \$10.00 per acre or portion thereof. This fee is nonrefundable. Additionally, the Supplemental Questionnaire and a map showing the requested change must be submitted.

##### 3. *Formal Review*

Upon receipt of the application and filing fee, the Planning and Development Department will refer the application for review by various agencies and schedule a meeting of the Technical Advisory Committee (T.A.C.) At this meeting, the Planning and Development Department will evaluate the proposal based on the following:

- a) Whether the amendment constitutes an overall improvement to the Comprehensive Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.



- b) Whether the amendment will adversely impact all or a portion of the planning area by:
  - altering acceptable land use patterns to the detriment of the plan
  - requiring public expenditures for larger and more expensive public improvements to roads, sewer, or water systems than are needed to support the planned land uses
  - adversely impacting planned uses because of increased traffic
  - affecting the livability of the area or the health or safety of present and future residents
  - adversely impacting the natural environment or scenic quality of the area in contradiction to the plan
- c) Whether the amendment is consistent with the overall intent of the Comprehensive Plan
- d) The extent to which the amendment is consistent with the specific goals and policies contained within the plan.

#### **4. *Public Hearing - Planning and Zoning Commission***

Upon the satisfaction of the T.A.C. requirements, the CPA will be scheduled for a Public Hearing before the Maricopa County Planning and Zoning Commission. Adjacent landowner, homeowner associations, neighboring municipalities, and affected agencies will be notified of the hearing. Notice of the Hearing will be published in a newspaper of general circulation and posters posted at the Plan Amendment location.

The Planning and Development Department will prepare a written staff report for the Planning and Zoning Commission based on the evaluation and comments received. The Department's recommendation on the CPA is included in the staff report, which will be mailed to the applicant approximately one week prior to the Commission Meeting. The Planning and Zoning Commission may recommend approval, denial, or alter the proposed amendment.

#### **5. *Public Hearing - Board of Supervisors***

The Maricopa County Planning and Zoning Commission recommendation will be transmitted to the Maricopa County Board of Supervisors for a second Public Hearing. Notice of the hearing will be given in the same manner as the Planning and Zoning Commission hearing. The Board of Supervisors can either accept the Planning and Zoning Commission's recommendation or reject all, or a portion of it. However, if the Board of Supervisors chooses to revise the amendment, it must be referred back



to the Planning and Zoning Commission for their review and recommendation on the revision desired by the Board of Supervisors.

If the proposed Amendment is referred back to the Planning and Zoning Commission, the Commission will hold another public hearing after notice is given (per item 4). At such time that the Planning and Zoning Commission adopts a recommendation concerning the amendment requested by the Board of Supervisors, another public hearing will be held before the Board of Supervisors after notice is given (per Item 4). The Board of Supervisors, again, can either deny, approve or alter the proposed amendment in part or in its entirety.

#### **6. *Post Board Action***

If the County Board of Supervisors approves the CPA, it becomes adopted and takes effect immediately. The Comprehensive Plan or Area Plan will be revised to reflect the amendment.

**SUPPLEMENT FOR COMPREHENSIVE PLAN AND AREA PLAN AMENDMENTS**

(To be completed by the Applicant and filed with the application)

(Additional sheets May be attached)

Location of Property: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Land Use Plan to be amended : \_\_\_\_\_

Current Land Use Designation: \_\_\_\_\_

Proposed Use of Property by Applicant: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Summary of features in Rezoning/DMP request that do not conform with the Comprehensive Land Use Plan: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

Why should this plan be amended as requested?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Case Number: \_\_\_\_\_